


AGENDA ITEM #7
February 24, 2009

ACTION

M E M O R A N D U M

February 23, 2009

TO: County Council

FROM: Linda McMillan, Senior Legislative Analyst 

SUBJECT: **Worksession: Property Use Study/Smart Growth Initiative**

On November 17, 2008, the County Executive forwarded a package of proposed supplemental appropriations and amendments to the FY09-14 Capital Improvements Program to implement his recommendations regarding the relocation of County facilities that were included in the Property Use Study, now called the Smart Growth Initiative. These proposed actions were introduced at the Council's December 9, 2008 session. The following facilities are included in the Initiative:

Equipment Maintenance and Operations Center
Department of Liquor Warehouse
MCPS Food Production and Distribution Facility
MCPS Bus Depot and Maintenance Operations
M-NCPPC Maintenance
Montgomery County Radio Shop
Day Labor Center
Police Headquarters
Fire and Rescue Headquarters
1st District Police Station
Public Safety Training Academy

The Executive's recommendations address three major goals: implement the vision of the Shady Grove Sector Plan, improve public facilities that have known deficiencies and in many cases delayed projects in the CIP, and allow the current PSTA site to be used to enhance the life sciences center.

The Council was first briefed on the recommendations in the Property Use Study in January 2008 during its review of the capital project for the Public Safety Training Academy. In April 2008, the Council was provided with an updated briefing which included information on

the proposals regarding the GE Tech Park, Finmarc warehouse, Casey 6 & 7, Webb Tract, and Gude Landfill.

The Council held a hearing on the Property Use Study/Smart Growth Initiative on January 22, 2009. The Council heard comments in support of the Initiative including the implementation of the Shady Grove Sector Plan and the Johns Hopkins Vision 2030 proposal for the life sciences area. The Council heard objections from many citizens to the proposal to relocate the MCPS bus depot to the Gude Landfill. Concerns and specific questions were raised about the use of the Webb Tract for the PSTA and MCPS Food Service Facility. Concerns were raised about the cost of the Initiative, especially in difficult fiscal times. The Council was reminded that the Public Safety Memorial has not been completed as the Executive has proposed moving it to the GE Tech Park.

Summary of PS and T&E Recommendations

The Property Use Study/Smart Growth Initiative is being reviewed jointly by the Public Safety and Transportation, Infrastructure, Energy, and Environment (T&E) Committees. Worksessions were held on January 29 and February 12. **The joint Committee is bringing the following recommendations (unanimous) to the Council for action at this session:**

- **Approve purchase of the Finmarc warehouse at the GE Tech Park for use as the Department of Liquor Control's Warehouse. The agreed-to purchase price of the warehouse is \$32.7 million. The total cost of the project is \$49.079 million.** The Finmarc warehouse meets the needs identified in the 2003 Program of Requirements including (1) adequate space to handle daily business; (2) adequate space to meet the temperature controlled environment specified by certain beer producers; (3) additional storage for wine and liquor; (4) additional loading docks; air-conditioned work environment. The Finmarc warehouse is about 200,000 square feet.
- **Approve the close-out of the previously approved Temperature Controlled Liquor Warehouse (PDF No. 850500 attached at © 4).** This project provided for renovation and expansion of the existing Liquor Warehouse.

These two recommendations are included in the proposed approval resolution for amendments to the FY09-14 CIP that is included at © 1-8. The PDF for the new DLC Liquor Warehouse is attached at © 3; the PDF reflecting the recommended close-out at © 4, and the currently approved PDF at © 5.

- **Approve an amendment to Resolution 16-676 to authorize an additional \$60 million in Liquor Revenue Bonds may be issued by the County. The additional capacity will fund the DLC Liquor Warehouse project, the cost of issuance, and authorize that bonds may be used for certain transportation projects.** The proposed resolution to amend Resolution 16-676 is attached at © 9-12. Resolution 16-676 is attached at © 13-16.
- **Approve the purchase of the Casey 6&7 parcels for relocation of the Department of Transportation's Equipment Maintenance and Operations Center (EMOC). The agree-to price for the Casey 6&7 parcel is \$30 million. In addition, \$6.743 million is**

requested for planning and design. The PDF attached at © 20 and notes that the total cost of the project is expected to be \$135 million. The Committee recommends approval as (1) the need for an expanded and improved EMOC was identified several years ago and expansion on the current site was included in the approved CIP; (2) the lack of space is limiting the County's ability to add to the bus fleet and improve mass transit services; (3) the relocation of EMOC will allow the County to move forward with implementation of the Shady Grove Sector Plan, and (4) the Sector Plan identifies the Casey parcels as appropriate for the relocation of Service Park operations and provides a staging plan if there is joint development of the Service Park and Casey 6&7 in the early years of the Plan. This recommendation is included in the approval resolution for. supplementals and amendments attached © 17-22.

- **Close-out of the currently approved project to expand and renovate EMOC at its current location.** (This is included in the CIP amendment resolution attached at © 1-8; the close-out PDF is attached at © 5).
- **Approve new projects for the relocation of the MCPS Bus Depot and Maintenance Facility and County Radio Shop. Provide \$150,000 in funding to plan for relocation of the bus depot and \$61,000 for planning and design of the relocation of the radio shop.** These recommendations are included in the approval resolution for supplementals and amendments attached at © 17-22. The Executive has withdrawn his proposal to study relocating the MCPS bus depot to the Gude Landfill. The joint Committee has stated its expectation that MCPS and the Department of General Services will think creatively and explore options for relocating buses from the Shady Grove Depot. The Committee requested that options include an option that allows re-development on the east side of the Service Park while retaining parking for some or all of the buses.
- **Approve a new project that provides \$150,000 in planning funds for relocation of the M-NCPPC Maintenance Facility.** The Committee agreed with the Planning Board's request that this be approved in the M-NCPPC CIP. This item is scheduled for introduction as Item #3(A)
- **Amend the currently approved Public Safety Training Academy to shift expenditures from FY09 and FY10 to FY11 and FY12** to free-up bond capacity and reflect that expenditures on the current project are not expected to occur while the Council is deliberating the Executive's recommendations for relocation of the PSTA. The Executive has recommended closing-out the current PSTA project. This recommendation is included in the CIP amendment resolution attached at © 1-8. The amended PDF is attached at © 7-8.

Background

A major goal of the County Executive's Smart Growth Initiative is to relocate government facilities from the County Service Park so that it may be redeveloped in accordance with the Shady Grove Sector Plan. The following is a brief summary of the provisions of the Plan which was reviewed by the joint Committee at their January 29 session.

Shady Grove Sector Plan

The Shady Grove Sector Plan was approved by the County Council on January 17, 2006 and adopted by the Maryland-National Park and Planning Commission on March 15, 2009. The Sector Plan Planning Area is about 2,000 acres. At the time the Council approved the Plan industrial uses occupied about 28% of the area, commercial uses about 2%, residential uses about 32%, and undeveloped land an open space over 20%. There were about 2,600 dwelling units, a majority of which were single family homes. Much of the land closest to the Shady Grove Metro is now the County Service Park. Almost 195 acres was identified as re-developable land within the Metro Station area.

The approved Sector Plan envisions a mixed use community. It calls for the relocation of industrial uses, including the County Service Park, to provide an opportunity for housing development near the Metro that would have a retail component, parks, walkways, and bikeways. Technology uses would be encouraged along Shady Grove Road. The Sector Plan's stated goals are:

- Balance the need for higher density housing at the Metro station with the need to buffer adjacent Derwood communities. Limit development to 6,340 new housing units for the entire plan area, including workforce housing, transferable development rights (TDRs), and moderately priced dwelling unit (MPDU) bonus density.
- Contribute to the preservation of the Agricultural Reserve by providing TDRs on the County Service Park, WMATA properties, the Derwood Bible Church site, the Grove Shopping Center site, and Metro West and Metro South properties that have a maximum base density of 1.6 FAR.
- Organize future development into a series of defined and attractive neighborhoods around the Metro station.
- Provide civic uses, public open space, and recreation to serve the needs of employees and residents.
- Include guidelines that provide a variety of housing types and achieve a diversity of households.
- Coordinate the proposed land use changes with open space and streetscape recommendations that encourage transit use and create an attractive community.
- Encourage transit ridership and better manage traffic congestion.
- Balance development with the capacity of the transportation system and public facilities.

In order to encourage the creation of the Urban Village concept the staging plan calls for relocation of the County Service Park and provides for an increased number of housing units on the Service Park (to become Metro Park North and Jeremiah Park) if this is accomplished with joint development of Casey 6&7 early in the life of the plan. The plan states that the portion of Casey 6 that is south of the existing stream buffer and the entire Casey 7 site should be considered as potential relocation sites for some County Service Park facilities.

	With Relocation	Without Relocation	Difference
Stage 1	2,540 housing units	1,500 housing units	1,040
Stage 2	3,540 housing units	2,500 housing units	1,040
Stage 3	6,340 housing units	4,100 housing units	2,240

The bonus density that comes from joint development is clustered on the Metro Park North side which is closest to the Metro station. In order to clear the Service Park for this joint development the EMOC, Highway Services, Liquor Warehouse, Day Labor, and MCPS Food Production Facility must be relocated.

Topics Discussed at the January 29 and February 12 joint Committee sessions

At its first two joint sessions, the PS and T&E Committees reviewed the following items that are a part of the Executive's Property Use Study/Smart Growth Initiative:

Relocation of the DLC Liquor Warehouse (includes purchase of Finmarc Warehouse)
 Relocation of EMOC, Highway Services, and Day Labor Center (purchase of Casey 6&7)
 Relocation of the MCPS Bus Depot and Maintenance Facility
 Relocation of the M-NCPPC Maintenance Facility
 Relocation of the County Radio Shop
 Conceptual Financing Plan and Use of Interim Financing

The joint Committee met in closed session to be briefed on the appraisals used by the Executive branch in reaching the agreed-to prices for the Finmarc Warehouse and Casey 6&7 parcels.

1. Purchase of Finmarc Warehouse for DLC Liquor Warehouse (close-out of currently approved project and approval of authorization of Liquor revenue bonds)

The County Executive recommends the County purchase the temperature controlled Finmarc warehouse in Gaithersburg and renovate it for use by the Department of Liquor Control. The joint Committee was informed that the agree-to price for purchase of the warehouse was \$32.7 million. The total expected cost for purchase and renovation of the warehouse is just over \$49 million. The project will be funded with Liquor revenue bonds.

At the January 29th session the joint Committee reviewed the basic requirements in the Program of Requirements which call for about 172,000 square feet of space. The Finmarc warehouse will provide about 200,000 square feet. The study conducted to develop the 2003 POR found that:

- The existing warehouse did not have adequate space to handle the Department's daily business.
- There is not enough space to meet the temperature controlled environments specified by certain domestic beer producers.

- There is a need for approximately 11,000 square feet of additional storage for wine and liquor.
- It was recommended that five new dock spaces be added to reduce congestion at the current docks.
- Air conditioning would be added to entire warehouse.

The joint Committee heard from the Director of the Department of Liquor Control that the Finmarc warehouse will meet the current and future need of the Department. The Committee discussed with Executive staff that relocation of the liquor warehouse from the County Service Park is required to implement the Shady Grove Sector Plan.

The Committee asked whether the use of the warehouse is consistent with the zoning. The Committee was informed by a representative from the City of Gaithersburg that there two allowed uses for the property: one is the continued use as a warehouse and one requires joint development with the other property owner in the GE Tech Park. The County's proposed warehouse use is appropriate. There are some City rules regarding the storage of vehicles when a public agency (rather than private) use is in place but the County is not required to abide by these rules.

Executive branch staff shared with the Committee that with regards to the overall GE Tech Park site, the County has agreed not to build along Route 28 (with the exception of the Public Safety Memorial), to go through a mandatory referral type process if changes are made to the site, and improve screening behind the warehouse. The County and City are still negotiating about the 7 acres of land that is currently forested; the County would like to preserve the density on the entire site while preserving the forest.

2. EMOC and Highway Services – Purchase of Casey 6&7 (close-out of currently approved project)

The County Executive recommends the Council approve a new PDF to build a new EMOC and highway services facility on the Casey 6&7 property. The Executive is requesting \$30 million for purchase of the land and \$6.743 million in planning, design, and supervision funding. The PD&S expenditures would be funded with GO Bonds and the land purchased with interim financing (assumed to be commercial paper at a current rate of 2%). PD&S expenditures would occur over FY09 and FY10. The expenditure for the land would occur at the beginning of FY10 but appropriation is required in FY09 to allow the Executive to proceed with the purchase agreement and closing process.

Design is expected to take about one year and construction about 18 to 20 months. Given some time for the contracting process, it will probably be about 3 years before the new EMOC would be finished and the old EMOC completely relocated (Highway Services may be able to move earlier.)

The Executive is requesting the Council approve close-out of the current EMOC CIP project which would improve and expand EMOC at the Service Park. The currently approved PDF does not estimate a total cost for the project. Closing out the project will free-up \$1.913 million in GO bonds in FY09 and \$1.049 million in FY10.

At the January 29 session, the joint Committee reviewed the need for an expanded and improved EMOC. The program of requirements (POR) indicates that improvements are needed to maintenance bays, fueling (diesel and CNG), washing, storage, office space, assembly, and locker room space, about 110,000 square feet of building space is needed for the EMOC program.

- The POR provides for facilities that would allow the bus fleet to expand from 127 to 200 buses.
- There is currently insufficient parking for vehicles and staff with only 158 parking spaces for 363 employees.
- The study estimated that when a bus fleet of 200 is in place, there will be a net increase of 172 employees at EMOC. The vast majority of these employees will be bus drivers (162) with supervisors, dispatchers, and technicians filling the remaining 10 positions.
- Fleet Management Services is also expected to expand by 35 new fleet mechanics over a three-shift period and 11 administrative and supervisory positions to support operations.

At the January 29th session the Committee discussed that Casey 6&7 was identified as a site for relocation of EMOC and heard from Executive staff on how they will work to mitigate and impacts from noise, traffic, air pollution, and lighting on nearby communities.

The joint Committee was told by the Executive branch that any required agricultural transfer tax will be paid by EYA but could not provide any information on what the Casey Foundation will be paid for the property. The joint Committee expressed an interest in understanding what other properties that are located in areas identified for development may be receiving agricultural tax assessment.

The sales agreement for the purchase of the Casey 6&7 parcels formalizes some of the provisions outlined in the Executive's Letter of Intent that was forwarded to the Council in November. Eakin Youngentob Associates (EYA) will serve as the County's master planner for the Service Park site. They will be required to purchase land at the Service Park, once it is cleared and remediated, for housing development. There is an agree-to price that includes an escalator should land prices increase in the next few years. The County may use EYA or other contractors for the remediation work that will be required once EMOC and the other sites are cleared.

The joint Committee discussed the questions they have received from nearby communities regarding the use of Casey 6&7 for the new EMOC.

The Committee was told that the Executive branch and the Smart Growth Advisory Committee will work with the community to address concern about impacts from traffic, noise, emissions, lighting, and security when traveling by bike or as a pedestrian to the Metro station. The Executive branch agreed to return to the Committee at points along the planning and design phase to discuss how mitigation efforts have been included in the plan. The following are representative questions that were discussed.

1. Have traffic studies been completed? What did they conclude and how will the county address traffic impacts?

Executive staff has told Council staff that the construction of the new depot and abandonment of the old depot will not require any significant traffic improvements. However, further studies will be conducted on the overall development called for in the Sector Plan. Developers will complete these studies as a part of the larger development and traffic and intersection adjustments will be constructed as a part of the development.

2. How are the air quality impacts on nearby residential, school, and recreational facilities being evaluated? How will they be mitigated?
3. What are the expected noise impacts on nearby homes? How will they be minimized?

The Executive branch will undertake air quality and noise studies once additional funds are available for the project.

4. What type of exterior lighting is being planned and how might it impact nearby residential communities?

It is the county's standard procedure and requirement to use exterior light fixtures that have cut off angles and do not illuminate beyond property lines. Selection of the exact type and brand will be determined during design.

5. The Day Laborer Center will be closer to residences than it is at its current location. How are decisions being made on where to site the center and what impacts, if any, are anticipated on residential areas?

The exact location of the Center on the parcels will be reviewed during the planning and design.

6. Will there be walkways and bikeways from the Washington Grove area to the Metro and shopping area so residents can access the new mixed used community?

Sidewalks will be installed as required. Due to the type of operations at EMOC, the Executive branch does not envision locating bike or pedestrian paths on the same side as the depots. Extension of the paths on the east side of Crabbs Branch will be part of the overall transit-oriented development master plan.

3. Planning Funds for relocation of MCPS Bus and Maintenance Facilities

The County Executive originally recommended \$681,000 be included in a "Smart Growth Initiative Facility Planning" project to fund studies and consultant work that would be needed to explore options for relocation of MCPS bus and maintenance facilities, M-NCPPC maintenance facilities and the County Radio Shop currently located on the east side of the County Service Park. The summary provided at © 23 shows how the Executive reached this recommendation. In total, \$325,000 was estimated as being needed for relocation of the MPCS bus depot, \$295,000 for M-NCPPC maintenance, and \$61,000 for the County Radio Shop (expected to go to Seven Locks Road). The Council requested that the Executive provide a separate PDF for the relocation of the MCPS Bus Depot as it was proposed to be relocated to the Gude Landfill.

At the January 29 session, the Committee was informed by Executive staff that the Executive had withdrawn his proposal to continue studying the Gude Landfill as a possible relocation site for the MCPS Bus Depot. The Committee thanked Executive staff for withdrawing the proposal which they all agreed was extremely problematic given the information provided at the public hearing regarding the environmental concerns and the need to improve monitoring and mitigation under current conditions. The Committee also questioned whether some lesser amount of funds could be approved at this time as specific geotechnical studies that might have been needed at the Gude Landfill are not needed as this time as there is not a specific site identified.

At both the January 29 and February 12 sessions, the Committee discussed with MCPS and the Director of the Department of General Service the difficulty with relocating this use. The Committee reviewed information provided by MCPS (excerpt attached © 24-39) about their need for improved bus depots throughout the county. It was noted that the Smart Growth Initiative effort will only address the relocation of the Shady Grove Depot. This depot may be relocated to more than one facility, but the Initiative will not address the system wide needs of MCPS.

The Committee members urged MCPS and the Department of General Services to think creatively when looking for solutions. Councilmember Floreen stated her concern about purchasing scarce industrial land in the county for this purpose. Councilmember Leventhal voiced his skepticism about finding a place or places to relocate all the buses and asked that an option be developed that would allow the redevelopment on the east side of the Service Park to move forward while retaining some or all of the bus depot at the site. Councilmember Elrich asked about the potential use of Site 2 and that structured parking be explored. The Committee also discussed whether buses could be parked at high schools and the impact from some of the disadvantages explained by MCPS to this type of decentralized parking.

The Committee agreed to provide \$150,000 for the Executive branch and MCPS to study alternatives.

Relocation of the M-NCPPC Maintenance Facility

On February 6th, the Council received a request from Planning Board Chair Hanson, asking that the Council approve a stand alone PDF for relocation of the M-NCPPC maintenance facility. M-NCPPC has requested \$250,000 in planning funds. The transmittal letter notes that Park and Planning did not include this request in their CIP before because the County Executive had not yet recommended the Smart Growth Initiative. The planning monies would be funded with GO bonds.

The Committee agreed to create a stand alone project within the M-NCPPC CIP with funding of \$150,000 to study options for the relocation of the maintenance facility. As there was no M-NCPPC amendment introduced in December, this recommendation is scheduled for introduction as a part of the Consent Calendar at this session.

Relocation of the County Radio Shop

The Executive is proposing relocating the County Radio Shop to Seven Locks Road. As the MCPS Bus Depot and Maintenance Facility and M-NCPPC Maintenance Facility are now being recommended as separate projects, the Committee agreed this should be approved as a stand alone project as well.

The Committee is recommending approval of the \$61,000 requested by the County Executive.

Amend PSTA Project to free-up GO Bond Capacity in FY09 and FY10

The Executive is recommending close-out of the PSTA project as he is proposing to relocate the PSTA to the Webb Tract. The Executive predicts that the Property Use Study/Smart Growth Initiative will be cost neutral over the course of 20 years. In the short term, some of the cost neutrality comes from closing out existing CIP projects.

The Committee discussed that given the current FY09 GO bond reserves (approximately \$2 million) there is a need to create some short term capacity to fund the proposed EMOC and relocation planning items. The Committee also agreed that as they have not held any worksessions on the Executive's proposal regarding the Webb Tract and relocation of the PSTA it is premature to close out the current project.

The Committee agreed to shifting the currently approved FY09 and FY10 expenditures to FY11 and FY12 in recognition that these funds will not be spent while the Council is reviewing the Executive's proposal for relocation of the PSTA.

County Executive's Financing Plan

At the January 29th session, the joint Committee was provided with a high-level summary of the net present value analysis of the Executive's Smart Growth Initiative (© 40). This analysis shows that under the Executive's assumptions over 20 years the net economic impact of implementing all his recommendations will be about \$54 million. This analysis not only includes assumptions about the cost of property acquisition, construction, and proceeds from the sale of property; but also savings from lease terminations and avoidance and new annual tax revenues that will result from the new residential and commercial development.

The Committee was provided with two financing plan scenarios at the February 12 session (© 41-42). These plans track the costs that must be financed – property acquisition and construction – and the proceeds that come from the disposition of county properties, as these funds may be credited back to the CIP.

One feature of the financing plan is that interim financing in the form of commercial paper will be used for certain items (such as the purchase of Casey 6&7) because it is assumed that proceeds from related land sales will offset this cost and the interim financing will not need to be converted into GO bonds. The County regularly uses short-term financing in the form of commercial paper or bond anticipation notes to fund the CIP to provide monies until it is cost

effective to issue GO bonds. The Council authorizes by resolution the maximum amount of commercial paper and bond anticipation notes. **The Director of Finance explained the advantages of using bond anticipation notes and how they are currently used to manage the CIP. The Committee was told that there will be a need to increase the level of the commercial paper program in order to accommodate the short-term financing needs of the Smart Growth Initiative.** Line 18 on © 41 and Line 67 on © 42 provide information on the carrying costs for the interim debt.

The Committee also discussed that there is a net cost to the overall Initiative that will require GO bond financing not currently programmed in the CIP and that this will require resources from the CIP's GO bond reserve, most likely in FY13 and/or FY14. The Executive branch estimates that the cost of land acquisition and construction of new county facilities called for in the plan will total about \$373 million. They are estimating that about \$195 million in proceeds will come back to the county from land/asset dispositions that can be applied to reducing the interim debt. In addition, they estimate there is about \$82 million in GO bond funding in already approved CIP projects that can also be applied. This leaves about \$96 million in GO bonds funding that will eventually be allocated to Smart Growth Projects and would be unavailable for funding other projects in the CIP. The Executive branch notes that the Executive and Council would have needed to program these dollars for projects like EMOC and Police Headquarters under any circumstances. This may or may not be true (Police Headquarters while a documented need is not currently an approved CIP project in the six years), the Executive and Council will be making commitments for some level of GO bond take out in future years as these projects move forward. The Director of Finance indicated that the GO Bond take-out can be coordinated with overall bond needs for any given year.

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Amendment to the FY09-14 Capital Improvements Program (CIP)
Montgomery County Government
Department of Liquor Control: DLC Liquor Warehouse (No. 850900) and
Temperature Controlled Liquor Warehouse (No. 850500)
Department of Transportation: Equipment and Maintenance Operations Center
(EMOC), (No. 500433)
Department of Police: Public Safety Training Academy (PSTA) Academic
Building Complex (No. 479909)

Background

1. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program (CIP) at any time by an affirmative vote of no fewer than six members of the Council.
2. On November 17, 2008, the County Executive forwarded to the Council a package of proposed supplemental appropriations and amendments to the CIP to implement his recommendations regarding the relocation of county facilities as recommended in the Property Use Study and Smart Growth Initiative. These amendments were introduced at the Council's December 9, 2008 session.
3. The Executive's recommended amendments included the relocation of the Department of Liquor Control's warehouse to the Finmarc warehouse in Gaithersburg and relocation of the Department of Transportation's Equipment and Maintenance Operations Center (EMOC) to the Casey 6&7 parcels in the Shady Grove area. The Executive recommended close-out of the currently approved projects for expansion and renovation of these two facilities at their current locations near the Shady Grove Metro station.
4. The Council's Public Safety (PS) and Transportation, Infrastructure, Energy, and Environment (T&E) Committees held joint worksessions on January 29, 2009 and

February 12, 2009 to review the Executive's recommendations. The joint PS and T&E Committee recommend approval of new CIP projects to relocate the Department of Liquor Warehouse and EMOC, close-out of CIP projects No. 850500, Temperature Controlled Liquor Warehouse, and No. 500433, Equipment and Maintenance Operations Center (EMOC). The joint Committee also recommends shifting currently approved expenditures for the PSTA Academic Building Complex (No. 479909) from FY 2009 and FY 2010 to FY 2011 and FY 2012 in recognition that expenditures will not occur while the Council is considering the Executive's recommendations to relocate the PSTA and approve new uses for the current PSTA site.

5. Notice of public hearing was given and a public hearing was held.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY09-14 Capital Improvements Program of the Montgomery County Government is amended as described below and reflected on the attached project description forms.

Create PDF No. 850900, DLC Liquor Warehouse
Close-out PDF No. 850500, Temperature Controlled Liquor Warehouse
Close-out PDF No. 500433, Equipment and Maintenance Operations Center
Re-program funding within PDF no. 479909, PSTA Academic Building Complex

This is a correct copy of Council action.

Linda M. Lauer
Clerk of the Council

DLC Liquor Warehouse -- No. 850900

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
North Central Transit Corridor

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

February 11, 2009
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,089	0	0	2,089	769	837	483	0	0	0	0
Land	32,700	0	0	32,700	32,700	0	0	0	0	0	0
Site Improvements and Utilities	360	0	0	360	0	74	286	0	0	0	0
Construction	12,966	0	0	12,966	0	2,315	10,651	0	0	0	0
Other	964	0	0	964	0	0	964	0	0	0	0
Total	49,079	0	0	49,079	33,469	3,226	12,384	0	0	0	0

FUNDING SCHEDULE (\$000)

Revenue Bonds: Liquor Fund	49,079	0	0	49,079	33,469	3,226	12,384	0	0	0	0
Total	49,079	0	0	49,079	33,469	3,226	12,384	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative Program described in Project No. 360902 and provides for land, planning, design and construction of the relocation and planned expansion of the existing Liquor Control warehouse located on Crabbs Branch Way, into the 200,000 square feet Finmarc building on Edison Park Drive in Gaithersburg. The project provides for the consolidation of all Department of Liquor Control functions including all administrative functions, and liquor and wine, and packaged beer storage space.

JUSTIFICATION

The Shady Grove Sector Plan has identified county owned properties on east and west side of Crabbs Branch Way, including the current Department of Liquor Control (DLC) warehouse for future transit oriented development. Relocation of the current Liquor warehouse is also necessary to implement the County Executive's Smart Growth Initiative. The Department of Liquor Control needs a larger warehouse with air-conditioned space. It is currently occupying leased space and the existing warehouse, when combined are inadequate for its needs. Various beer manufacturers require their beer to be stored at specific temperatures. The existing warehouse cannot meet these temperature requirements. The warehouse is also used for storing other temperature-sensitive products, including wine. The existing warehouse is the designated work place for permanent, full-time County employees. It is currently the only County non-air-conditioned worksite.

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit oriented development intended for the area and to address unmet needs.

Plans and studies for this project include: Program of Requirements (POR), Department of Liquor Control, "Temperature Control Warehouse Expansion", June 13, 2003; M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The project provides for land acquisition costs, design and construction.

A pedestrian impact analysis will be completed for this project during the design phase.

FISCAL NOTE

The total project is expected to cost approximately \$49 million. The Department of Liquor Control Fund will finance the cost of this project. This project is not appropriated through the Montgomery County Government's Capital Budget. An amendment to Resolution #16-676 will authorize financing of this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	49,079
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Liquor Control
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission

MAP

Temperature Controlled Liquor Warehouse -- No. 850500

Recommended
for
close
out

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

October 27, 2008
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	165	165	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	100	100	0	0	0	0	0	0	0	0	0
Construction	511	511	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	776	776	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Revenue Bonds: Liquor Fund	776	776	0	0	0	0	0	0	0	0	0
Total	776	776	0	0	0	0	0	0	0	0	0

DESCRIPTION

A new liquor warehouse facility (No. 850900) is proposed as part of the implementation of the Smart Growth Initiative Program (No. 360906). The project described below will be closed out.

The project provides for an additional 50,000 square feet of support function, liquor/wine, and packaged beer storage space to the existing building, expansion of the truck parking area, and provision of air-conditioning for the existing warehouse facility. The new packaged beer storage space will comply with mandated supplier facility requirements.

JUSTIFICATION

Various beer manufacturers require their beer to be stored at specific temperatures. The existing warehouse cannot meet these temperature requirements. The warehouse is also used for storing other temperature-sensitive products, including wine. The existing warehouse is the designated work place for permanent, full-time County employees. It is currently the only County non-air-conditioned worksite.

Program of Requirements (POR) and "Temperature Control Warehouse Expansion" study is completed.

OTHER

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Property Use Initiative. The project scope, cost estimates, and schedule will be amended with the completion of a detailed implementation and financing plan for the Property Use Initiative.

FISCAL NOTE

The Department of Liquor Control will finance the cost of this project.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate	FY05	7,348
Current Scope		
Last FY's Cost Estimate		7,348
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Liquor Control
Maryland-National Capital Park and Planning
Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission

MAP

See Map on Next Page

Equipment and Maintenance Operations Center (EMOC) -- No. 500433

Category Transportation
Subcategory Mass Transit
Administering Agency General Services
Planning Area Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

October 27, 2008
No
None.
Planning Stage

**CLOSE
OUT
OF FY09-14
Approved**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

DESCRIPTION

A new EMOC facility (No. 500933) is proposed as part of the implementation of the Smart Growth Initiative Program described in Project No.360902. The project described below will be closed out.

This project provides for the planning and design of an expanded Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020. Major components of the project are: expanded bus parking from the current 127 buses to 200 buses; three new bus service lanes for both diesel and CNG fueling; two new bus wash facilities; a new fare collection area; a 7,600 gross square foot building addition; renovation of the existing building; eight new bus service maintenance bays; an expanded parts room; renovation and reconfiguration of the Fleet Management portion of EMOC; upgraded HVAC systems; a new 48 bay heavy equipment storage shed; a new soil/gravel storage area; extension of the four highway service bays; expanded employee parking; a new access drive and modified entrances; fencing; lighting; landscaping; and stormwater management.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses. In addition, expansion plans are premised on the facility accommodating 73 more buses. EMOC design must begin as soon as possible in order to meet bus expansion plans. Construction funding has been delayed in recognition of the Shady Grove Sector Plan, which calls for a mixed-use community with a residential focus where EMOC is located. The Executive Branch will continue to investigate site relocation options. The two year sector plan hold on the project will lapse prior to start of design.

OTHER

Air quality improvements at EMOC are included in the Indoor Air Quality Improvements - EMOC project.

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Property Use Initiative. The project scope, cost estimates and schedule will be amended with the completion of a detailed implementation and financing plan for the Property Initiative.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	2,962
Current Scope		
Last FY's Cost Estimate		2,962
Appropriation Request	FY09	-2,962
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,962
Expenditures / Encumbrances		0
Unencumbered Balance		2,962
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of Transportation
Department of General Services
Department of Technology Services
Department of Permitting Services
Maryland-National Capital Park and Planning
Commission

MAP

See Map on Next Page

Equipment and Maintenance Operations Center (EMOC) -- No. 500433

Category Transportation
Subcategory Mass Transit
Administering Agency General Services
Planning Area Rockville

Date Last Modified June 23, 2008
Required Adequate Public Facility No
Relocation Impact None
Status Planning Stage

F409-14
Approved

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,962	0	0	2,962	1,913	1,049	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,962	0	0	2,962	1,913	1,049	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,962	0	0	2,962	1,913	1,049	0	0	0	0	0
Total	2,962	0	0	2,962	1,913	1,049	0	0	0	0	0

DESCRIPTION

This project provides for the planning and design of an expanded Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020. Major components of the project are: expanded bus parking from the current 127 buses to 200 buses; three new bus service lanes for both diesel and CNG fueling; two new bus wash facilities; a new fare collection area; a 7,600 gross square foot building addition; renovation of the existing building; eight new bus service maintenance bays; an expanded parts room; renovation and reconfiguration of the Fleet Management portion of EMOC; upgraded HVAC systems; a new 48 bay heavy equipment storage shed; a new soil/gravel storage area; extension of the four highway service bays; expanded employee parking; a new access drive and modified entrances; fencing; lighting; landscaping; and stormwater management.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses. In addition, expansion plans are premised on the facility accommodating 73 more buses. EMOC design must begin as soon as possible in order to meet bus expansion plans. Construction funding has been delayed in recognition of the Shady Grove Sector Plan, which calls for a mixed-use community with a residential focus where EMOC is located. The Executive Branch will continue to investigate site relocation options. The two year sector plan hold on the project will lapse prior to start of design.

OTHER

Air quality improvements at EMOC are included in the Indoor Air Quality Improvements - EMOC project.

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Property Use Initiative. The project scope, cost estimates and schedule will be amended with the completion of a detailed implementation and financing plan for the Property Initiative.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY09	2,962
Last FY's Cost Estimate		2,962
Appropriation Request	FY09	2,962
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of Transportation
Department of General Services
Department of Technology Services
Department of Permitting Services
Maryland-National Capital Park and Planning Commission

MAP

See Map on Next Page

PSTA Academic Building Complex -- No. 479909

Category Public Safety
Subcategory Police
Administering Agency General Services
Planning Area Countywide
Service Area Countywide

Date Last Modified June 03, 2008
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,195	1,388	456	351	0	0	130	170	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,744	8	100	3,636	0	0	2318	1318	0	0	0
Construction	18,509	2	9,349	9,158	0	0	3443	5719	0	0	0
Other	461	1	0	460	0	0	131	323	0	0	0
Total	24,909	1,399	9,905	13,605	0	0	6018	7529	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	24,909	1,399	9,905	13,605	0	0	6018	7529	0	0	0
Total	24,909	1,399	9,905	13,605	0	0	6018	7529	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				504	0	64	110	110	110	110
Energy				206	0	26	45	45	45	45
Net Impact				710	0	90	155	155	155	155

DESCRIPTION

This project provides for a major renovation and expansion of the Public Safety Training Academy (PSTA), the primary training facility for the Department of Police and Fire and Rescue Service (including the site for the Travilah Fire Station). The project will involve renovations to, and expansion of, the Academic Building Complex (ABC) and enhancements including a helipad and renovation of the gym and indoor firing range. ABC expansion areas will contain general classrooms, an indoor firing skills training facility, and consolidated office space. Existing space will be renovated and reconfigured to provide general and technical classrooms (such as EMT paramedic, computer, and firearms), a simulations area, a student study center, and expansion and upgrade of the physical training area and locker rooms. A portion of the basement will be renovated as unprogrammed space that will provide a future capability for graphics production and video development and broadcast. A new canine support facility of 1,350 gross square feet will be developed adjacent to the existing Emergency Vehicle Operations Center (EVOC) facility and driving course. The project also includes design and construction of a public safety memorial in coordination with the Public Arts Trust. A memorial site is reserved on the PSTA site with an appropriation of \$150,000. Other site considerations include stormwater management, developing centralized reception/security access for the PSTA, providing overall security for the site, increased parking, and resurfacing of existing pavements. The project also includes improvements to the lighting, mechanical systems, and building envelope to meet Executive Regulation 68-91 AM, Building Design Standards. Subsequent phases, not included in the project at this time, will include replacement and expansion of the Montgomery County Fire and Rescue Service outdoor fire training props, including the burn building, as well as the addition of a lecture hall. The Multi-Agency Driver Training Facility project is included under the General Government section.

JUSTIFICATION

There have been no major upgrades or renovations to the PSTA since it was completed in 1973. Since its completion, the training needs of the user agencies have changed significantly. As a result, the PSTA is in need of reconfiguration and expansion to meet current and projected training needs. Although some non-public safety agencies and citizens may use this facility for training, public safety agency training is its primary function. Since the completion of the PSTA Academic Complex project POR, a number of events have taken place that demonstrated the need for first responders to be better prepared for such events. The indoor firing range, including its target mechanism, requires modernization and upgrade to bring it up to current standards. The gym renovation is essential in order to meet the latest required fitness training and the increased number of public safety personnel utilizing the facility. The addition of a helipad allows for one of the most versatile transport vehicles to work from the PSTA.

Planning funds from the Facility Planning: Police and Facility Planning: Fire and Rescue projects have been used to develop needs assessment studies, the associated Program of Requirements, and cost estimates.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.

APPROPRIATION AND EXPENDITURE DATA

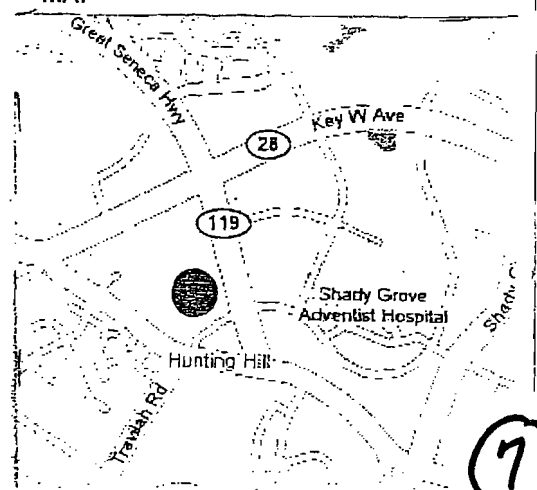
Date First Appropriation	FY99	(\$000)
First Cost Estimate	FY07	24,909
Current Scope		
Last FY's Cost Estimate		24,909
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	423
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		24,486
Expenditures / Encumbrances		1,750
Unencumbered Balance		22,736
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of Police
Department of Correction and Rehabilitation
Montgomery County Fire and Rescue Service
Department of General Services
Multi-Agency Driver Training Facility
Office of Management and Budget
M-NCPPC

Special Capital Projects Legislation [Bill No. 5-98] was adopted by Council April 21, 1998, and reauthorized May 14, 2003 [Bill 6-03].

MAP



PSTA Academic Building Complex -- No. 479909 (continued)

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Property Use Initiative.

The project scope, cost estimates, and schedule will be amended with the completion of a detailed implementation and financing plan for the Property Initiative.

FISCAL NOTE

This project's schedule has been phased with the Travilah Fire Station project (#450504) in order to complete both projects in a more efficient and cost effective manner.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

→ Expenditures have been shifted from FY09 and FY10 to FY11 and FY12 in recognition of the Council's consideration of the County Executive's Smart Growth Initiative

Amendment to authorize additional Liquor revenue bonds

Resolution No. _____

Introduced: December 9, 2008

Adopted: _____

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: To amend Resolution No. 16-676 of the County Council for Montgomery County, Maryland, adopted on July 29, 2008 regarding the issuance of revenue bonds, to add authority to borrow an additional \$60 million in order to finance or refinance the costs of (a) certain facilities for the Department of Liquor Control and (b) certain transportation projects; and, except as amended hereby, fully ratifying and confirming Resolution No. 16-676.

Background

1. Resolution No. 16-676, adopted by the County Council for Montgomery County, Maryland (the "County Council") on July 29, 2008, authorized Montgomery County, Maryland (the "County") to issue its revenue bonds (the "Bonds"), in a principal amount not to exceed Seventy-Eight Million Dollars (\$78,000,000). The Bonds are to be issued pursuant to and in accordance with Sections 5(P)(2) and 5(P)(3) of Article 25A of the Annotated Code of Maryland (2005 Replacement Volume and 2007 Supplement) and Sections 20-47 through 20-54 of Chapter 20 of the Montgomery County Code (2004 Edition, as amended), to finance and refinance the costs of certain capital projects for the Montgomery County Department of Liquor Control (the "Department") and certain transportation projects, all as more fully described in Resolution No. 16-676.

2. The County has determined that it is advisable and in the public interest to (a) relocate the existing warehouse and support functions of the Department on Crabbs Branch Way, as more fully described on Exhibit A attached hereto (the "DLC Warehouse Project"), and (b) participate in the funding of a transportation project relating to the Bethesda Metro Station, as previously approved as Project #500929, as further described in the County's Approved FY09-14 Capital Improvements Program (the "Bethesda Metro Station South Entrance Project").

3. The County has determined that it is advisable and in the public interest to add the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project to the list of projects that may be financed and refinanced with the proceeds of the Bonds.

4. The County has determined that financing and refinancing the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project will require the issuance of Bonds in a principal amount not to exceed Sixty Million Dollars (\$60,000,000), in addition to the amount authorized to be issued by Resolution No. 16-676.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

Section 1. The County hereby finds and determines that:

- a. The DLC Warehouse Project is a "project" within the meaning of the Revenue Bond Act.
- b. The Bethesda Metro Station South Entrance Project is a "project" within the meaning of the Revenue Bond Act.
- c. It is advisable and in the public interest to complete the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project.
- d. It is advisable and in the public interest to finance or refinance the costs of the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project through the issuance, sale and delivery of the Bonds.

Section 2. Resolution No. 16-676 is hereby amended as follows:

1. As used in Resolution No. 16-676, the term "Projects" shall include the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project.

2. Section 2 of Resolution No. 16-676 is deleted in its entirety and the following is substituted in its place: "The County hereby authorizes the issuance, sale and delivery of the Bonds in a principal amount not to exceed One Hundred Thirty-Eight Million Dollars (\$138,000,000). The Bonds shall be issued and sold in accordance with the provisions of the Revenue Bond Act."

3. Section 7 of Resolution No. 16-676 is deleted in its entirety and the following is substituted in its place: "It is hereby acknowledged that the Bonds may be issued initially in either a fixed or variable interest rate mode. It is hereby further acknowledged that it may be in the best interests of the County at some future date to convert the Bonds from a variable interest rate to a fixed interest rate. To accommodate such conversion, the County hereby authorizes the issuance, sale and delivery of additional bonds (the "Additional Bonds") for the sole and exclusive purpose of refinancing the Bonds; provided, that in no event shall the aggregate principal amount of Bonds and Additional Bonds outstanding at any one time exceed One Hundred Thirty-

Eight Million Dollars (\$138,000,000). The Additional Bonds shall be issued and sold in accordance with the provisions of the Revenue Bond Act and of this Resolution, as if such Additional Bonds were Bonds."

Section 3. Except as specifically amended by this Resolution, Resolution No. 16-676 is hereby fully ratified and confirmed.

Section 4. This Resolution shall take effect upon its adoption.

Date _____

Phil Andrews
~~Michael J. Knapp~~, President
Montgomery County Council

This is a correct copy of Council action.

Linda M. Lauer
Clerk of the Council

EXHIBIT A

DLC Warehouse Project

This project is part of the Smart Growth Initiative, CIP No. 360902, and provides for the land, and planning and design of the relocation of the existing Liquor Control warehouse located on Crabbs Branch Way, into the 200,000 square foot Finnmarc building on ~~Shady Grove Road~~ in Gaithersburg,

Edison Park Drive

The project provides for the consolidation of all Department of Liquor Control functions including all administrative functions, liquor and wine, and packaged beer storage space.

The Shady Grove Sector Plan identified County owned properties on the east and west side of Crabbs Branch Way, including the current Department of Liquor Control warehouse for future transit oriented development. Relocation of the current warehouse is also necessary to implement the County Executive's Smart Growth Initiative. The Department of Liquor Control needs a larger warehouse with air-conditioned space.

Resolution No.: 16-676
Introduced: July 29, 2008
Adopted: July 29, 2008

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: To authorize Montgomery County, Maryland, pursuant to and in accordance with Chapter 20 of the Montgomery County Code (2004 Edition, as amended) to issue its revenue bonds in a principal amount not to exceed \$78,000,000 in order to finance or refinance the costs of (a) certain facilities for the Department of Liquor Control and (b) certain transportation projects; to make certain findings with respect to the issuance of such bonds and the construction of such facilities and projects; to provide that the bonds shall be sold on a competitive basis; to provide that the County Executive and other County officials shall take all necessary, proper or expedient action to effect the issuance, sale and delivery of the bonds; and generally to provide for and determine various matters in connection with the bonds.

Background

1. Pursuant to the provisions of Title 15 of Article 2B of the Annotated Code of Maryland (2005 Replacement Volume and 2007 Supplement), there has been established the Montgomery County Department of Liquor Control (the "Department") to operate facilities for the wholesale and retail distribution of alcoholic beverages in Montgomery County, Maryland (the "County").
2. Pursuant to the provisions of Chapter 49 of the Montgomery County Code (2004 Edition, as amended), the County conducts and supervises the planning, design, and construction of transportation facilities in the public right-of-way.
3. Sections 5(P)(2) and 5(P)(3) of Article 25A of the Annotated Code of Maryland (2005 Replacement Volume and 2007 Supplement) and Sections 20-47 through 20-54 of Chapter 20 of the Montgomery County Code (2004 Edition, as amended) (collectively, the "Revenue Bond Act") authorize the issuance from time to time of revenue bonds or other obligations of the County, payable as to principal, interest, and premium, if any, only from the funds or revenues received from or in connection with any project, all or part of which is financed from the proceeds of revenue bonds or other obligations.

4. The County has determined that it is advisable and in the public interest to (a) design, construct and equip the Southlawn Warehouse for the use of the Department, as previously approved in the Department's operating budget (collectively, the "DLC Projects"), and (b) participate in the funding of certain transportation projects to be undertaken by the State of Maryland and the Washington Metropolitan Area Transit Authority, as previously approved as Projects #500722 and #500552, each as further described in the County's Approved FY09-14 Capital Improvements Program (collectively, the "Transportation Projects" and, together with the DLC Projects, the "Projects").
5. The County has determined that it is advisable and in the public interest to issue and sell its revenue bonds (the "Bonds") as "revenue bonds" (as defined in the Revenue Bond Act) to finance or refinance the "costs of the project" (as defined in the Revenue Bond Act) of the Projects, each of which constitutes a "project" within the meaning of the Revenue Bond Act.
6. The Director of Finance of the County has recommended that the Bonds be sold on a competitive basis to the bidder offering the lowest true interest cost to the County.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

Section 1. The County hereby finds and determines that:

- a. Each of the DLC Projects is a "project" within the meaning of the Revenue Bond Act.
- b. Each of the Transportation Projects is a "project" within the meaning of the Revenue Bond Act.
- c. It is advisable and in the public interest to complete the Projects.
- d. It is advisable and in the public interest to finance or refinance the costs of the Projects through the issuance, sale and delivery of the Bonds.

Section 2. The County hereby authorizes the issuance, sale and delivery of the Bonds in a principal amount not to exceed Seventy-eight Million Dollars (\$78,000,000). The Bonds shall be issued and sold in accordance with the provisions of the Revenue Bond Act.

Section 3. The Bonds shall not constitute a pledge of the full faith and credit and unlimited taxing power of the County.

Section 4. The County hereby covenants that the timely payment of the principal of and interest on the Bonds issued to finance or refinance the Projects shall be secured equally and ratably by the net revenues of the Department (the "Net Revenues") without priority by reason of number or time of sale or delivery; and the Net Revenues are hereby irrevocably pledged to the timely payment of both principal, premium (if any) and interest on the Bonds issued to finance the Projects as set forth in executive orders of the County Executive passed subsequent to the adoption of this Resolution.

Section 5. The Bonds may be sold at private negotiated sale or at public competitive sale, as determined by the County Executive in his sole and absolute discretion, by executive order or otherwise. The County Executive is hereby authorized to select underwriters and dealers with respect to the Bonds in such manner as he, in his sole and absolute discretion, by executive order or otherwise, deems to be in the best interest of the County. The County Executive is hereby authorized to cause to be prepared and distributed a preliminary official statement and a final official statement respecting the Bonds. The Bonds shall be designated, dated, bear interest at such rate or rates, be in such denominations, be payable at such times and at such places, mature in such amounts and on such dates, be subject to prepayment prior to their maturity, and be executed and sealed in such manner as the County Executive, in his sole and absolute discretion, shall determine, by executive order or otherwise. The County Executive may determine, by executive order or otherwise, in his sole and absolute discretion, to issue the Bonds in one or more series from time to time in an aggregate principal amount not to exceed the amount authorized by this Resolution.

Section 6. The County Executive may, by executive order or otherwise, approve the form and provisions of, execute and deliver the Bonds, and specify, prescribe, determine, provide for, approve, execute and deliver (where applicable) such other matters, details, forms, documents, or procedures, including (without limitation), bond purchase agreements, lines of credit, liquidity facilities, bond insurance agreements and trust agreements, as are necessary, proper or expedient to consummate the authorization, sale, security, issuance, delivery or payment of or for the Bonds, including (without limitation) prescription of covenants relating to the operation of the Department.

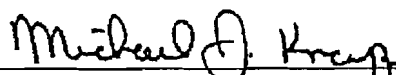
Section 7. It is hereby acknowledged that the Bonds may be issued initially in a variable interest rate mode. It is hereby further acknowledged that it may be in the best interests of the County at some future date to convert the Bonds from a variable interest rate to a fixed interest rate. To accommodate such conversion, the County hereby authorizes the issuance, sale and delivery of additional bonds (the "Additional Bonds") for the sole and exclusive purpose of refinancing the Bonds; provided, that in no event shall the aggregate principal amount of Bonds and Additional Bonds outstanding at any one time exceed Seven-eight Million Dollars (\$78,000,000). The Additional Bonds shall be issued and sold in accordance with the provisions of the Revenue Bond Act and of this Resolution, as if such Additional Bonds were Bonds.

Section 8. The County hereby covenants that it will take, or refrain from taking, any and all actions necessary to comply with the provisions of Section 103 and Sections 141 through 150, inclusive, of the Internal Revenue Code of 1986 as amended (the "Code"), applicable to the Bonds in order to preserve the status of the interest on the Bonds as excluded from gross income for Federal income tax purposes. Without limiting the generality of the preceding sentence, the County will (a) not use or permit the use of any of the proceeds of the Bonds in such manner as would cause the interest on the Bonds to be included in gross income for Federal income tax purposes, (b) make periodic determinations of the rebate amount and timely pay any rebate amount, or installment thereof, to the United States of America, and (c) prepare and timely file Internal Revenue Service Form 8038-G, Information Return for Tax-Exempt Governmental Obligations, or any successor or additional form required by the Internal Revenue Service.

Section 9. The members of the County Council, the County Executive, the Chief Administrative Officer of the County, the Director of Finance of the County, the County Attorney, and the Clerk of the County Council, for and on behalf of the County, are hereby authorized and empowered to do all things, execute all instruments, and otherwise take all such action as the County Executive may determine, by executive order or otherwise, to be necessary, proper or expedient to carry out the authority conferred by this Resolution, including (without limitation) the execution of certificates of the County, elections, statements and reports pursuant to applicable provisions of the Code and the U.S. Treasury Regulations prescribed thereunder, subject to the limitations set forth in the Revenue Bond Act and this Resolution.


Section 10. The provisions of this Resolution shall constitute a contract between the County and the holder or holders of the Bonds, and after the issuance of the Bonds no change, variation or alteration of any kind in the provisions of this Resolution shall be made in any manner, except as the County Executive, by executive order or otherwise, shall provide, until such time as the Bonds, and interest due thereon, shall have been satisfied and discharged as provided by the County Executive, by executive order or otherwise, prior to such issuance.

Section 11. This Resolution shall take effect upon approval of the President for the County Council.


Michael J. Knapp, President, County Council

31 JUL 08
Date

This is a correct copy of Council action.


Linda M. Lauer
Clerk of the Council

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Supplemental Appropriation to the FY09 Capital Budget and
Amendment to the FY09-14 Capital Improvements Program
Montgomery County Government
Department of Transportation: Equipment Maintenance and Operations
Center (EMOC), (No. 500933); \$36.743 million; Source of Funds: GO Bonds and
Interim Financing
Department of General Services: MCPS Bus Depot and Maintenance
Relocation, (No. 360903); \$150,000; and County Radio Shop Relocation
(No. 360902); \$61,000 (Source of Funds: GO Bonds)

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.

3. On November 17, 2008, the County Executive forwarded to the Council a package of proposed supplemental appropriations and amendments to the CIP to implement his recommendations regarding the relocation of county facilities as recommended in the Property Use Study and Smart Growth Initiative. These amendments were introduced at the Council's December 9, 2008 session.
4. The Executive's recommended supplemental appropriations and amendments included the relocation of the Department of Transportation's Equipment and Maintenance Operations Center (EMOC) to the Casey 6&7 parcels in the Shady Grove area, planning funds for relocating Montgomery County Radio Shop to a county owned site on Seven Locks Road, and planning funds to relocate the Montgomery County Public Schools' Bus Depot and Maintenance Operations Facilities. The Radio Shop, MCPS Bus Depot and Maintenance Operations, and relocation of the Maryland-National Park and Planning Commission's maintenance facility were recommended by the Executive in a comprehensive Smart Growth Initiative PDF.
5. The Executive has stated that his recommended amendments are consistent with criteria for amending the CIP because the Smart Growth Initiative provides the opportunity to achieve significant savings or cost avoidance, and supports significant economic development which will strengthen the fiscal capacity of the County Government.
6. The Council's Public Safety (PS) and Transportation, Infrastructure, Energy, and Environment (T&E) Committees held joint worksessions on January 29, 2009 and February 12, 2009 to review the Executive's recommendations. The joint PS and T&E Committee recommend approval of new CIP projects to relocate the Department of Transportation's Equipment Maintenance and Operations Center, County Government Radio Shop, and MCPS Bus Depot and Maintenance facilities.
7. Notice of public hearing was given and a public hearing was held.

Supplemental Appropriation FY09-14 Capital Improvements Program
EMOC, MCPS Bus Depot, and MC Radio Shop
Page 3

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY09-14 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description forms and supplemental appropriations are approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Equipment Maintenance and Operations Center (EMOC)	No. 500933	PD&S	\$6.743 m	GO Bonds
Equipment Maintenance and Operations Center (EMOC)	No. 500933	Land	\$ 30 m	Interim Financing
County Radio Shop Relocation	No. 360902	PD&S	\$ 61,000	GO Bonds
MCPS Bus Depot and Maintenance Relocation	No. 360903	PD&S	\$ 150,000	GO Bonds

This is a correct copy of Council action.

Linda M. Lauer
Clerk of the Council

Equipment Maintenance and Operations Center (EMOC) -- No. 500933

Category Transportation
Subcategory Mass Transit
Administering Agency General Services
Planning Area North Central Transit Corridor

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

February 11, 2009
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	6,743	0	0	6,743	1,195	5,548	0	0	0	0	0
Land	30,000	0	0	30,000	0	30,000	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	36,743	0	0	36,743	1,195	35,548	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,743	0	0	6,743	1,195	5,548	0	0	0	0	0
Interim Finance	30,000	0	0	30,000	0	30,000	0	0	0	0	0
Total	36,743	0	0	36,743	1,195	35,548	0	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative Program described in Project No. 360902 and provides for land, planning and design of a new Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations. Major components of the project are: administrative buildings for Transit Services; Fleet Management, and Highways Services; bus parking for 200 buses; bus service lanes; bus wash facility; fare collection area; bus service maintenance bays; parts room, heavy equipment storage shed, soil/gravel storage area, highway service bays, CNG fast-fill station, and employee parking. The current facility is located in the County Service Park on Crabbs Branch Way. The new facility will be built at sites known as Casey 6 & 7 located at the north of Shady Grove Road and west of extended Crabbs Branch Way.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses as well as the projected growth in transit and in highway and fleet services. EMOC design must begin as soon as possible in order to meet bus expansion plans. The Shady Grove Sector Plan has identified county owned properties on east and west side of Crabbs Branch Way to include EMOC facilities for future transit oriented development. As part of the County Smart Growth Initiative we need to make these sites available for the Sector Plan. This requires relocation of the current EMOC.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

A pedestrian impact analysis will be completed for this project during the design phase.

FISCAL NOTE

The project provides for the design phase only. Final construction costs will be determined during the design development stage. The total project is expected to cost approximately \$135 million. Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY09	(\$000)	Department of General Services		
First Cost Estimate	FY09	36,743	Department of Transportation		
Current Scope			Maryland-National Capital Park and Planning Commission		
Last FY's Cost Estimate		0	Department of Permitting Services		
			Department of Finance		
Appropriation Request	FY09	36,743	Department of Technology Services		
Appropriation Request Est.	FY10	0	Office of Management and Budget		
Supplemental Appropriation Request		0	Washington Suburban Sanitary Commission		
Transfer		0			
Cumulative Appropriation		0			
Expenditures / Encumbrances		0			
Unencumbered Balance		0			
Partial Closeout Thru	FY08	0			
New Partial Closeout	FY07	0			
Total Partial Closeout		0			

County Radio Shop Relocation

-- No. 360902

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

February 11, 2009
No
None
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	61,356	0	0	61,356	61,356	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	61,356	0	0	61,356	61,356	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	61,356	0	0	61,356	61,356	0	0	0	0	0	0
Total	61,356	0	0	61,356	61,356	0	0	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative program and provides for the relocation of the Montgomery County Radio Shop located on Crabbs Branch Way to County property located on Seven Locks Road.

360902 - MONTGOMERY COUNTY

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit oriented development intended for the area and address unmet needs.

The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The project provides for only the planning phase. Final construction costs will be determined during the design development phase. A pedestrian impact analysis will be performed during the design of each project.

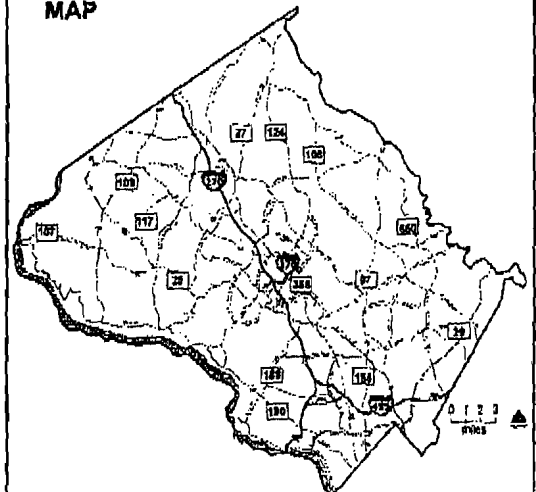
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY08	(\$000)
First Cost Estimate	FY09	61,356
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY09	61,356
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Technology Services
Department of Transportation
Office of Management and Budget

MAP



MCPS Bus Depot and Maintenance Relocation -- No. 360903

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
North Central Transit Corridor

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

February 11, 2009
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	150,295	0	0	150,295	150,295	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	150,295	0	0	150,295	150,295	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	150,295	0	0	150,295	150,295	0	0	0	0	0	0
Total	150,295	0	0	150,295	150,295	0	0	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative program and provides for a comprehensive feasibility study and planning for the relocation of the Montgomery County Public Schools Bus Depot from the County Service Park on Crabbs Branch Way.

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit oriented development intended for the area and address unmet needs.

The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 28, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The project provides for only the planning phase. Final construction costs will be determined during the design development phase. A pedestrian impact analysis will be performed during the design of each project.

Funds may not be spent to study relocating the MCPS Bus Depot to the Gode Landfill.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	150,295
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY09	150,295
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Transportation
Montgomery County Public Schools
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission

MAP

Smart Growth Initiative

PDS costs

1/29/2009

		A	B	C	
		MCPS	MNCPPC	DGS	
Site >>		TBD	TBD	7 Locks	
Tasks		Cost \$1000			Total
1	Geotechnical	100	50	5	155
2	Environmental	30	30		60
3	Cost Estimating	15	15	3	33
4	Traffic Study	15	15	8	38
5	Appraisal		5		5
6	Financial Consultant	35	40	10	85
7	Management	40	40	10	90
8	Building Assessment			10	10
9	Feasibility Study	40	40	5	85
10	POR Preparation	40	50		90
11	Misc. Design, Presentation	5	5	5	15
12	Printing, Advertising, etc.	5	5	5	15
Total		325	295	61	681
		356			




MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

MEMORANDUM

January 7, 2009

TO: Dr. Jerry Weast, Superintendent
Montgomery County Public Schools

FROM: Phil Andrews, Council President 

SUBJECT: Use of Gude Landfill for Relocated Bus Depot

The County Executive is proposing that the Montgomery County Public Schools' bus depot currently located at the County Service Park be relocated to a portion of the Gude Landfill in order to implement the recommendations in the Shady Grove Sector Plan and his Property Use Study/Smart Growth Initiative. On December 9, 2008 the Council introduced a package of CIP amendments and supplemental appropriation requested by the Executive. They include a request for \$325,000 to fund "a comprehensive feasibility study and planning for the relocation of the Montgomery County Public Schools Bus Depot..." The Council will hold a public hearing on the Property Use Study/Smart Growth Initiative the evening of January 22nd and the Public Safety (PS) and Transportation, Infrastructure, Energy, and Environment (T&E) Committees will hold a joint worksession on January 29th at 2:00 p.m. on the proposal.

I am requesting that you provide the Council with any comments, questions, and recommendations you may have regarding the proposed use of the Gude Landfill for the bus depot. The Council will want to understand what MCPS projected needs for a bus depot in this general area of the county, including the number of spaces and types of fueling and maintenance facilities. We are also interested in whether MCPS may have identified any specific problems or challenges with the Gude Landfill site in terms of ingress and egress, buffering, or environmental concerns. I understand that MCPS may have previously approached the County Government about using part of the Gude Landfill for parking but that there were problems with the proposal. I would like to understand if this information is correct and, if so, what the proposal was and what problems were identified.

I recognize that the request from the Executive is for study and planning monies and so there are many questions where answers are not available. However, if the Council approves these planning funds we will want to fully understand how MCPS and the Executive will work together to develop a program of requirements that will meet the school system's future needs, that programmatic questions from MCPS are being addressed in the feasibility study, and that there will be a collaborative effort to develop any cost estimates for design and construction of the project.

I am asking that you provide a written response by Wednesday, January 21 so that it may be included in the Committee packet for January 29 and that you and/or your representative attend the PS and T&E Committee session.

For your information, I am providing a copy of the proposed PDF for the Gude Landfill, the handout from the update the Council received in September and the update the Council received last April. I am also enclosing a copy of a presentation I received from the Gude Landfill Concerned Citizens.

I also want to acknowledge that the Executive's overall plan also calls for relocation of the MCPS food service facility. At this time, I am not expecting that this will be a major discussion point for the January 29 Committee worksession. However, please be assured that the Council will also seek your input when we discuss any specifics regarding a new food service building.

Thank you for your response to this request. Please feel free to call me or Linda McMillan of Council staff (240-777-7933) if you have any questions.

C: Shirley Brandman, President, Board of Education
Councilmembers (w/o attachments)
County Executive
Diane Schwartz Jones, Assistant CAO
David Dise, Department of General Services
Joe Beach, Office of Management and Budget
Steve Farber, Council Staff Director



MONTGOMERY COUNTY PUBLIC SCHOOLS
MARYLAND
www.montgomeryschoolsmd.org

January 23, 2009

The Honorable Phil Andrews, President
Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, Maryland 20850

2009 JAN 23 PM 4:13
MONTGOMERY COUNTY
GOVERNMENT

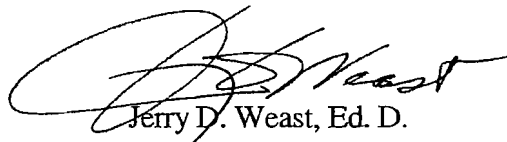
Dear Council President Andrews:

This is in response to your memorandum dated January 7, 2009, regarding the use of the Gude Landfill site for a relocated Montgomery County Public Schools (MCPS) bus depot. The responses to the questions posed in your memorandum are contained in the enclosed document—Montgomery County Public Schools (MCPS) Supporting Service Facility Needs. The document also identifies issues that I believe need to be considered by the County Council in a much larger context than the Smart Growth Initiative proposed by the county executive.

My staff has been working collaboratively with the county executive's staff to visit the MCPS facilities that are affected by the Smart Growth Initiative and other facilities that are not addressed by the initiative but are equally important to MCPS.

I stand ready to work with the County Council and county executive to find a comprehensive approach to addressing the long-term support facility needs of MCPS. If you have any questions about our detailed facility needs, please contact Mr. Joseph Lavorgna, acting director, Department of Facilities Management, at 240-314-1060.

Respectfully,


Jerry D. Weast, Ed. D.
Superintendent of Schools

JDW:jlc

Enclosure

Copy to:

Mr. Leggett
Members of the Board of Education
Mr. Bowers

Mr. Benson
Mr. Lavorgna
Mr. Matthews

Ms. Turpin
Ms. Schwartz Jones
Mr. Dise

Office of the Superintendent of Schools

850 Hungerford Drive, Room 122 ♦ Rockville, Maryland 20850 ♦ 301-279-3381

26

Montgomery County Public Schools Supporting Service Facility Needs

January 23, 2009

The proposed relocation of the Montgomery County Public Schools (MCPS) transportation and maintenance depot facilities from the County Service Park (CSP) on Crabbs Branch Way to the Gude Landfill site raises issues that need to be considered in a much larger context than just the county executive's proposed Smart Growth Initiative. The transportation and maintenance facilities in the CSP are collectively known to MCPS as the Shady Grove Depot.

A comprehensive review of MCPS support facilities is needed to understand what exists and what is needed to meet the demands for critical delivery of services to students and staff in over 200 facilities. Transportation, maintenance, food service, and materials management functions are in critical need of adequate facilities. The Smart Growth Initiative proposed by the county only touches on a portion of these facilities.

The proposed relocation of MCPS facilities from the County Service Park on Crabbs Branch Way includes the Division of Food and Nutrition Services central production and distribution facility (CPF) on the west side of Crabbs Branch Way and the Shady Grove transportation and maintenance depots on the east side of Crabbs Branch Way. The food service CPF is planned to be relocated with the county's Department of Fire and Rescue Services training facility on Snouffer School Road. While not as centrally located as the current CPF, the proposed location in Centerpark (Webb Tract) will serve the program's needs well. The proposed relocation will provide the opportunity to update and expand the CPF to meet demand for some time.

Transportation Depot Issues

The proposed relocation of the Shady Grove transportation and maintenance depots to the Gude Landfill site calls into question the adequacy of the Gude site to house the existing MCPS transportation functions on Crabbs Branch Way. In addition, the fate of the Shady Grove maintenance depot, also located in the CSP on Crabbs Branch Way is undetermined in the Smart Growth Initiative. The Shady Grove maintenance depot will be discussed later in this document.

The proposed relocation of the Shady Grove transportation depot does not adequately address the current severe overutilization of the depot or of some other transportation depots in different areas of the county. The following table illustrates the current overutilization of MCPS transportation depots:

Depot	Design Capacity	Current # Buses	Space/ (Shortfall)	Percent Utilization
Bethesda	101	171	(70)	169%
Clarksburg	102	231	(129)	226%
Shady Grove	234	391	(157)	167%
Randolph*	210	210	0	100%
West Farm	280	269	11	96%
Totals	927	1272	(345)	137%

*Note: At the Randolph Depot, 70 additional bus parking spaces were recently created by paving over a gravel parking area which was previously used for employee parking. The actual original design capacity of this depot was approximately 140 buses. West Farm Depot is the newest depot with a small number of spaces (11) remaining for growth.

Satellite parking has been proposed as a solution to overutilized depots. The idea of utilizing remote areas and cloverleaves along I-270 has been suggested and explored. While these options could serve as temporary solutions to the need for parking spaces, they are very poor long-term solutions and would result in inefficient and expensive operations. From an operations standpoint, managers need to be located where buses are dispatched, fueled, and maintained to resolve problems quickly. Fueling always costs more in operator time and vehicle mileage when not collocated with parking as do repairs or servicing of vehicles. Additional buses would be required to serve as spares while buses are moved from location to location for repairs.

It is MCPS' goal to have all of its buses parked, fueled, and maintained in its own depots. This goal provides a much more efficient manner of operation, especially when a substitute driver is needed or when a bus fails to start early in the morning. MCPS has been unsuccessful in expanding its depots at the same rate that its fleet has grown. As a result, Shady Grove, Bethesda, and Clarksburg depots are severely overcrowded and are operating at approximately 190 percent of original design capacity with no significant parking area improvements. Overutilization has led to employee injuries, vehicle accidents, operational delays, and many operational inefficiencies.

Additionally, just as the county master plans call for the development of the County Service Park as a smart growth area, the Clarksburg Depot is located immediately adjacent to the proposed alignment for the Corridor Cities Transitway (CCT). This proximity ultimately will force relocation of the Clarksburg transportation and maintenance depots from their current location, similar to the current Smart Growth Initiative to relocate the CSP on Crabbs Branch Way.

Currently, the Shady Grove Depot is operating at 167 percent of initial design capacity with 391 buses on a facility built for 234. An added point for consideration is that the Shady Grove Depot is the central support facility for the MCPS Department of Transportation and houses additional functions including central administration, major repair facilities, tire mounting and storage, and considerable space for bus driver training and personnel activities. Due to lack of space at the current Shady Grove Depot, other central transportation activities occur off-site in rented space for the following: bus routing and scheduling, field trip scheduling, route bidding, and transportation

information technology staff functions. These central support functions also need to be included in the long-term plan for the relocation of the Department of Transportation's central facility. Taking into account all of the spaces needed, the Gude Landfill site is simply not large enough to meet the current needs for the existing bus operations located at the Shady Grove Depot, along with the central support functions that need to be consolidated in one place.

In addition to the lack of adequate room to replace the existing Shady Grove Depot facilities, the roadway infrastructure in the vicinity of the Gude Landfill site would require significant improvements to handle the additional 4,000 to 5,000 vehicle trips per day for bus operations. Bus operations would be exacerbated further by the distance to I-370 and I-270 from the Gude Landfill site compared to the Crabbs Branch Way site. The existing Crabbs Branch Way site provides quick access to I-270 and I-370 and minimizes time spent on collector roads to get buses to routes serving countywide programs.

On previous occasions, the MCPS Department of Transportation sought to relieve overutilization of the Clarksburg and Shady Grove Depots by making use of both the Gude and Oaks landfills for temporary parking. The Oaks Landfill site could have provided needed relief from overcrowding at the Clarksburg and Shady Grove depots. A small portion of the Gude Landfill site near Southlawn Lane could have been used to park a few buses from the Shady Grove Depot that serve one of the nearby Rockville area clusters. Efforts to consider either of the landfill sites were not well received due to potential resistance from neighborhood and employee groups over environmental issues.

A realistic replacement plan for relocating the Shady Grove transportation depot would involve building two facilities designed to house 250 to 300 buses each and reallocating buses from the Bethesda and Clarksburg depots to alleviate overutilization at those facilities. The Bethesda Depot initially was designed for 101 buses and currently houses 171—169 percent of design capacity. The Bethesda Depot does not have enough acreage for expansion, and any purchase of land to enlarge this facility in its general vicinity would be extremely expensive—if land were available. In order to expand the capacity of the Bethesda Depot, structured parking would need to be built, and the maintenance depot collocated there would need to be relocated.

Similarly, the Clarksburg Depot houses a maintenance depot and 231 buses on a bus facility designed for 102 buses, or 226 percent of initial design capacity. A temporary partial solution was instituted by asking employees to take buses home to park. Many drivers do so by parking in far away places in other counties including Frederick, Washington, Carroll, and Howard. Needless to say, this practice is a very inefficient use of resources. Additionally, employees at the Clarksburg Depot have been forced to park on unpaved areas, an environmentally unsound practice.

Finally, the Randolph Depot was built in the 1960s and is woefully in need of upgrading. There have been no upgrades to the facility since it was built. Recent expansion for

added bus parking was accomplished in a makeshift manner. Only the West Farm Depot located near Route 29 and Cherry Hill Road, built in the 1990s, meets current needs.

A two-facility replacement plan for the Shady Grove Depot could and should allow for partial relief of Bethesda Depot overcrowding and temporary relief for Clarksburg Depot overcrowding, until the Clarksburg Depot is forced to relocate due to development in the Clarksburg community and the building of the Corridor Cities Transitway.

An ideal, long-term plan would be to have six 250-bus depots strategically located throughout the county. Six depots would provide a capacity for 1,500 buses countywide. The current fleet comprises 1,272 buses. This plan would meet current needs and allow for 18 percent growth. Depots of this size create fewer community issues and lessen the impact of traffic movements on the local street network as compared with larger depots. Depots of this size also allow for a good span of control for depot operations, fleet maintenance, and other operational issues such as ingress and egress. Moving a portion of the Shady Grove Depot operations to a 250-bus facility located at the Gude Landfill site could possibly fit with this plan—but only if the environmental concerns associated with reuse of the landfill site and surrounding roadway network limitations can be adequately addressed. The expense of environmental mitigation and roadway improvements may be prohibitive.

Attached is a copy of a study of Shady Grove Projected Space Requirements prepared for MCPS in 2005 by Delmar Architects, P.A. While slightly dated, the study does a good job of laying out the program needs for the three MCPS facilities located at the County Service Park on Crabbs Branch Way.

Maintenance Facility Issues

The MCPS Division of Maintenance (DOM) operations are housed in four depots—Shady Grove, Bethesda, Clarksburg, and Randolph. The Shady Grove Depot houses the headquarters, specialty shops, and specialty teams for the division. The remaining three regional depots serve schools in their respective geographic areas with carpentry, mechanical systems, electrical, and general maintenance services. All four depots are collocated with transportation depots.

The future of the maintenance depots is linked to the future plans for transportation depots. The maintenance and transportation depots were collocated for convenience when they were built. There is no compelling reason to keep them collocated, but there is a compelling reason to keep the regional depots in close proximity to the schools they serve. Finding suitable locations for relocating any of the regional depots will be a challenge as will finding the funding to build them.

As with the Shady Grove transportation depot, the Shady Grove maintenance depot does not have room to house all of the central functions it provides for MCPS at the Crabbs Branch Way site. Heavy equipment repair, fleet maintenance, and the Indoor Air Quality (IAQ) team are housed at the MCPS Stonestreet Avenue facility in Rockville. Any plan

to relocate the Shady Grove maintenance facility should consolidate all of the DOM headquarters and specialty functions in one adequate facility, preferably centrally located in the county. The attached 2005 Shady Grove Projected Space Requirements study provides a good conceptual plan for a central maintenance depot to replace the existing Shady Grove maintenance depot.

Materials Management Issues

The MCPS Department of Materials Management (DMM) provides receiving, warehousing, and distribution functions for all MCPS facilities from its Stonestreet Avenue facility. The Stonestreet Avenue facility is comprised of six World War II vintage structures and is located on North Stonestreet Avenue in Rockville one-third of a mile from the Rockville Metro station. The property encompasses 12.32 acres.

Millions of dollars of instructional materials, textbooks, supplies, computers, and equipment are received, processed, stored, and distributed annually by the DMM staff at Stonestreet. The processes used by the DMM staff are as modern and efficient as can be delivered in 60-year old buildings that were relocated as surplus from Quantico after World War II. Warehousing operations are hampered by low ceiling heights and rudimentary climate control. The main longer-term storage facility for furniture and equipment consists of 75-100 tractor-trailer units. In addition to being inefficient, the units pose a security risk and are very unsightly.

In addition to MCPS DMM activities on site, other MCPS and county activities occupy space and provide services to schools and offices across the county. The Office of the Chief Technology Officer uses a small building to repair, reimaging, and recycle computers. The Office of Communications and Family Outreach uses a separate building to house the Copy Plus program that provides rapid-response copying of instructional materials for teachers. The Division of School Plant Operations uses two rooms for its training center for building service workers. The joint County-MCPS print shop also is located at the Stonestreet Avenue site.

The Stonestreet Avenue facility is in need of major capital infrastructure improvements if it is expected to operate indefinitely into the future. The prime location of this facility, with its close proximity to the Rockville Metro station, makes it more suitable for a smart growth renewal project than to continue its current function. It would make greater economic sense to raze the entire site and redevelop the acreage for mixed-use development than to invest millions of dollars to rehabilitate a non-conforming use in a residential area.

SHADY GROVE

PROJECTED SPACE REQUIREMENTS FOR MONTGOMERY COUNTY PUBLIC SCHOOLS

**DIVISION OF FOOD AND NUTRITIONAL
SERVICES**

DIVISION OF MAINTENANCE

DEPARTMENT OF TRANSPORTATION

DELMAR ARCHITECTS, P.A.

OCTOBER 19, 2005

MCPS DIVISION OF MAINTENANCE

The MCPS Division of Maintenance is located at 16651 Crabbs Branch Way, Rockville, Maryland in a building shared with MCPS Department of Transportation and identified as the Shady Grove Depot. The total existing net area of the Maintenance Division is approximately 75,400 square feet with 56,400 square feet at Shady Grove and 19,000 square feet at Lincoln Center. In addition to building maintenance the Division administers energy management systems, environmental services, indoor air quality and fleet maintenance. In order to provide adequate future services in an efficiently designed and consolidated facility, it is projected that a net area of 74,200 square feet will be required for the following spaces:

Division Office	3,390 NSF
Accounting Office	640 NSF
Automation Office	2,040 NSF
PLAR/Contracting Office	1,790 NSF
Electronics Shop	9,080 NSF
Material Fabrication & Rigging Shop	7,200 NSF
Industrial Equipment Repair Shop	5,980 NSF
Renovation/Carpentry Shop	13,200 NSF
Heavy Equipment Shop	15,640 NSF
Asbestos Abatement/Pest Control	5,760 NSF
Environmental Services	1,110 NSF
Indoor Air Quality	5,760 NSF
Energy Management	2,790 NSF
Locker Rooms	2,800 NSF
Toilets	800 NSF
Break Room & Kitchenette	1,280 NSF
Mechanical, Electrical, Telephone	1,300 NSF
Total Net Space	80,560
Circulation & Miscellaneous Factor 20%	16,112
Total Gross Area Required	96,672 square feet

SITE REQUIREMENTS

Employee and Visitor Parking	140 spaces
MCPS Vehicle/Equipment Parking	124 spaces
MCPS Heavy Equipment Parking	10 spaces
Fleet Maintenance Vehicle Staging	12 spaces
Storage Building (Covered)	12,000 SF
Bulk Material Storage (Uncovered)	3,600 SF

MCPS DIVISION OF MAINTENANCE

Page Two

ITEMIZED SPACE REQUIREMENTS

DIVISION OFFICE

Director	160 SF
Ass't. Director	160 SF
Admin. Secretary	120 SF
Reception Area	120 SF
Small Conference Room	200 SF
Program Analyst	120 SF
Admin. Assistant	120 SF
Admin. Support & Storage	200 SF
Photocopy Room	150 SF
Shipping & Receiving Room	200 SF
Large Conference Room	400 SF
Depot Assembly/Training Room	1,200 SF
Automation Work Station & Training Aid Storage	<u>240 SF</u>
Total	3,390 NSF

ACCOUNTING OFFICE

Maintenance Office Supervisor	120 SF
Accountants 4 @ 80	320 SF
Accounting Record Storage	<u>200 SF</u>
Total	640 NSF

AUTOMATION OFFICE

Supervisor	120 SF
User Support Specialist	120 SF
Automation Staff 2 @ 80	160 SF
Technical Work Stations 8 @ 60	480 SF
Computer Server Room	400 SF
Computer Server Switch Room	400 SF
Planning & Contract Support Room	200 SF
Hardware/Software Storage	<u>160 SF</u>
Total	2,040 NSF

PLAR/CONTRACTING OFFICE

Supervisor	120 SF
Asst. Supervisor	120 SF
Secretary	120 SF
Technical Staff 6 @ 80	480 SF
Admin. Support & Storage	150 SF
Small Conference Room	200 SF
Surplus/Reusable Material Storage	<u>600 SF</u>
Total	1,790 NSF

MCPS DIVISION OF MAINTENANCE

Page Three

ELECTRONICS SHOP

Supervisor		120 SF
Asst. Supervisor		120 SF
Technical Workstations	8 @ 80	640 SF
Trade Work Areas	4 @ 1,300	5,200 SF
Storage & Staging Areas		<u>3,000 SF</u>
Total		9,080 NSF

MATERIAL FABRICATION & RIGGING SHOP

Supervisor		120 SF
Painting Specialist/Supervisor		120 SF
Technical Workstations	2 @ 80	160 SF
Sheetmetal Fabrication		2,000 SF
Shade & Curtain Fabrication		2,400 SF
Storage Areas		<u>2,400 SF</u>
Total		7,200 NSF

INDUSTRIAL EQUIPMENT REPAIR SHOP

Supervisor		120 SF
Technical Workstations		120 SF
Trade Work Areas	3 @ 800	2,400 SF
Sensitive Items Storage Room		240 SF
Sand Blasting Room		100 SF
Spray Booth		120 SF
Fabrication & Welding Room		480 SF
Storage & Staging Areas		<u>2,400 SF</u>
Total		5,980 NSF

RENOVATION/CARPENTRY SHOP

Supervisor (Renovation)		120 SF
Asst. Supervisor (Carpentry)		120 SF
Sensitive Items Storage Room		120 SF
Technical Workstation	2 @ 80	160 SF
Carpenter Shop Work Area		6,000 SF
Renovation Shop Work Area		2,000 SF
Painting/Finishing/Drying Room		1,200 SF
Sign Shop		400 SF
Storage Areas		<u>3,000 SF</u>
Total		13,200 NSF

HEAVY DUTY EQUIPMENT SHOP

Supervisor		120 SF
Asst. Supervisors	2 @ 80	160 SF
Technical Workstation	2 @ 60	120 SF
Small Equipment Repair Shop		1,800 SF

MCPS DIVISION OF MAINTENANCE

HEAVY DUTY EQUIPMENT SHOP, Cont.

Small Equipment Parts Storage	800 SF
Welding Shop	1,000 SF
Welding Shop Storage	600 SF
Vehicle Maintenance Work Bays 4 @ 800	3,200 SF
Vehicle Parts Storage	6,000 SF
Tool Storage	1,200 SF
Battery Storage/Charging Room	240 SF
Oil & Lubricant Storage	<u>400 SF</u>
Total	15,640 NSF

ASBESTOS ABATEMENT/PEST CONTROL

Supervisor/Environmental Health Specialist	120 SF
Supervisor/Environmental Design Asst/IPC	120 SF
Environmental Abatement Supervisor	120 SF
Technical/Admin. Workstations 4 @ 80	320 SF
Data Systems Operator	120 SF
Technical Asbestos/Pest Control Shop 10 @ 60	600 SF
Laboratory	400 SF
AHERA Document Storage	800 SF
Wet Chemical Storage	640 SF
Dry Chemical Storage	300 SF
Asbestos Abatement Supply Storage	1,400 SF
Pesticide Storage	<u>640 SF</u>
Total	5,580 NSF

ENVIRONMENTAL SERVICES

Environmental Safety Managers 3 @ 120	360 SF
Secretary	120 SF
Technical Workstations 2 @ 80	160 SF
Recycling Specialist	120 SF
Small Conference Room	200 SF
Admin. Support & Storage	<u>150 SF</u>
Total	1,110 NSF

INDOOR AIR QUALITY

Occupational Safety Specialists 2 @ 120	240 SF
Team Leaders 2 @ 120	240 SF
Technical Workstations 2 @ 80	160 SF
Technical Staff Members 12 @ 60	720 SF
Small Conference Room	200 SF
IAQ Technical Training Room	400 SF
Equipment Storage	3,000 SF
IAQ Supply Storage	<u>800 SF</u>
Total	5,760 NSF

MCPS DIVISION OF MAINTENANCE

Page Five

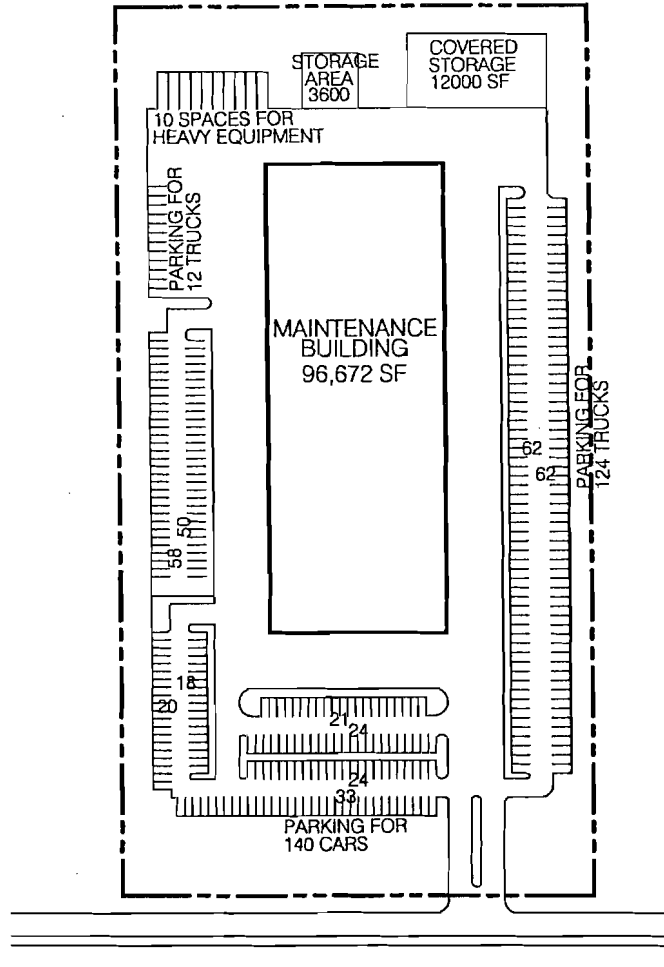
ENERGY MANAGEMENT

Supervisor		120 SF
Technical Staff Members	9 @ 80	720 SF
Computer Server Room		200 SF
Testing/Diagnostic Room		200 SF
Small Conference Room		200 SF
Admin. Support & Storage		150 SF
Drawing Storage & Library		400 SF
EMS Parts Storage		<u>800 SF</u>
Total		2,790 NSF

SUPPORT AREAS

Large Restrooms/Shower/Lockers	2 @ 800	1,600 SF
Medium Restrooms/Shower/Lockers	2 @ 600	1,200 SF
Small Restrooms	4 @ 200	800 SF
Large Break Room w/Vending		800 SF
Small Kitchenette/Break Area	2 @ 200	480 SF
Mechanical Room		1,000 SF
Electric/Telephone		<u>300 SF</u>
Total		6,180 NSF

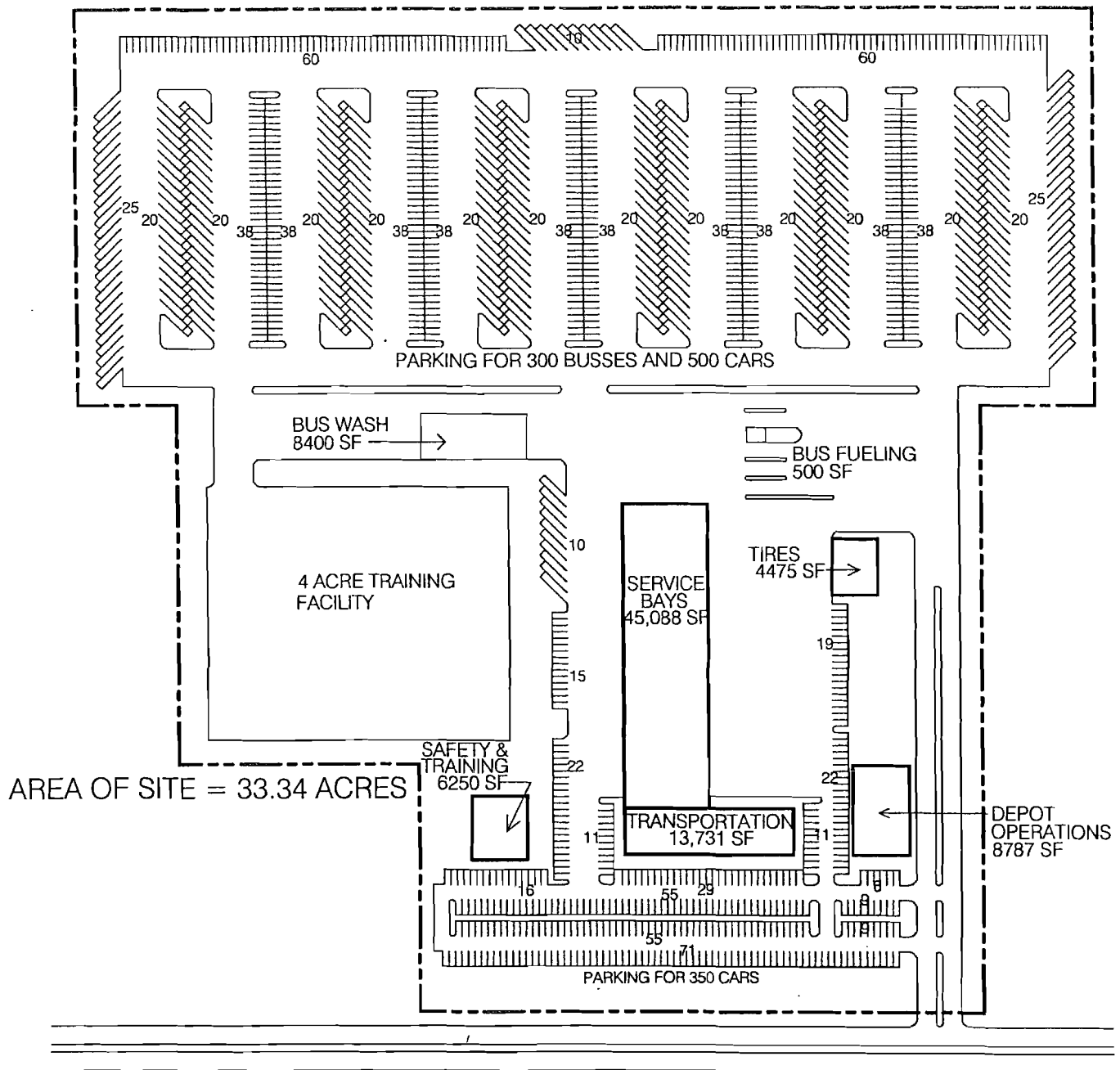
AREA OF SITE = 11.25 ACRES



SITE PLAN - MAINTENANCE FACILITY

0' 100' 200'
GRAPHIC SCALE

UNKNOWN ELEMENTS INCLUDE TOPOGRAPHY,
STORMWATER MANAGEMENT, SEDIMENT CONTROL,
STREAM VALLEY BUFFERS, GRADING, REFORESTATION
AND LANDSCAPING



CONCEPTUAL SITE PLAN - LOCATION NUMBER 1

UNKNOWN ELEMENTS INCLUDE TOPOGRAPHY, STORMWATER MANAGEMENT, SEDIMENT CONTROL, STREAM VALLEY BUFFERS, GRADING, REFORESTATION AND LANDSCAPING

Smart Growth Initiative Project Balance Sheet

	A	B	C	D
	Properties	Income \$ Millions (Property Disposition, Lease Termination and Backfilling, Asset Value, and CIP required funds)	Expenditure \$ Millions (Property Acquisition, Design, and Construction)	Total
1	GE Tech Park	129.3	(121.1)	8.2
2	Finmark	4.0	(48.0)	(43.9)
3	Webb Tract-PSTA	0.0	(93.2)	(93.2)
4	Webb Tract- Food warehouse	0.0	(27.4)	(27.4)
5	Casey 6 & 7	3.8	(133.9)	(130.1)
6	MCPS Bus Depot Relocation	0.0	(56.3)	(56.3)
7	Seven Lock (Radio Shop)	0.0	(6.4)	(6.4)
8	Park and Planning	0.0	(30.5)	(30.5)
9	PSTA	71.6	(2.4)	69.2
10	CSP East (MCPS Buses, Park & Plan, Radio Shop)	65.4	(4.7)	60.7
11	CSP West (MCPS Food Services, DLC, EMOC)	139.2	(4.7)	134.4
12	1st District Police	6.5	0.0	6.5
13	Police HQ-Research Blvd	9.2	0.0	9.2
14	Savings from Lease Termination	47.8	0.0	47.8
15	Savings from Backfilling	32.8	0.0	32.8
16	Lease Termination and Backfilling of DLC	10.2	0.0	10.2
17	NPV Net New Annual Tax Revenues	63.0	0.0	63.0
18	Total Economic Impact >>>>	582.9	(528.6)	54.3
19	*1 - The analysis does not include Operating Budget Impact.			
20	*2 - Cost of environmental cleanups is included in the Expenditure.			
21	*3 - Escalation of land value is included			

	SMART GROWTH INITIATIVE									
	CONCEPTUAL FINANCING PLAN	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	Totals
	SCENARIO B									
50	COST RECAP									
51										
52	Acquisition	0	59,950,000	0	0	0	76,340,000	0	0	136,290,000
53										
54	Planning Design and Construction	3,500,000	16,719,000	130,307,000	81,928,000	4,003,000	0	0	0	236,457,000
55										
56	Subtotal Costs before offsets	3,500,000	76,669,000	130,307,000	81,928,000	4,003,000	76,340,000	0	0	372,747,000
57										
58	Offset: Disposition	100,000	0	(4,315,000)	(70,032,000)	(41,961,847)	0	(33,003,439)	(46,414,053)	(195,626,339)
59										
60	Offset: Already programmed or planned	(7,991,000)	(8,576,000)	(64,274,000)	(773,000)	0	0	0	0	(81,614,000)
61										
62	Net Additional GO Funds Required	(4,391,000)	68,093,000	61,718,000	11,123,000	(37,958,847)	76,340,000	(33,003,439)	(46,414,053)	95,506,661
63										
64	NET IMPACT									
65										
66										
67	Carrying Costs - Interim Financing		923,679	3,215,074	4,779,005	107,945	553,262	1,624,725	233	
68	(all in costs on Comm Paper)									
69										
70	Debt Service - Permanent Financing		0	0	0	0	10,000,000	9,750,000	9,500,000	
71	(20 year GO Bonds)									
72										
73	Interim Lease Costs for PSH Bldg (GETech)	238,550	589,550	3,771,593	3,923,535	4,079,275	3,158,813			
74										
75	Total Ongoing Costs	238,550	1,513,229	6,986,667	8,702,540	4,187,220	13,712,075	11,374,725	9,500,233	
76										
77	Savings from Lease Termination	(313,895)	(1,293,248)	(2,497,816)	(2,972,998)	(3,062,188)	(3,154,054)	(3,248,675)	(3,346,136)	
78	Savings from Lease Cost Avoidance			(1,546,786)	(2,124,253)	(2,187,980)	(2,253,620)	(2,321,228)	(2,390,865)	
79	Less Annual Net Fiscal Impact PES Report	(51,000)	(1,443,000)	(6,446,000)	(8,606,000)	(9,707,000)	(16,356,000)	(10,304,000)	(10,254,000)	
80										
81	GAP/(POSITIVE IMPACT)	(126,345)	(1,223,019)	(3,503,935)	(5,000,711)	(10,769,948)	(8,051,599)	(4,499,178)	(6,490,768)	
82										